



Date: 14 April 2025

Oref: 20250405

REPORT

S/Y ABSOLUTELY MAGIC – Agioi Theodoroi - April 2025

Condition and Evaluation Survey





IN ACCORDANCE with instructions received from Dr Robert Cameron to carry out a condition and evaluation survey aboard the above mentioned catamaran sailing yacht while she was ashore at the boatyard Almyra at the area of Agioi Theodoroi / Attica, the undersigned proceeded in the morning of 05 April 2025 to the site, as per arrangements, carried out the survey, Reporting now as per hereunder: -

ATTENDANCE

During the inspection following persons were in attendance:

Dr Rober Cameron / Owner

Capt. Stamatis Magkanaris / Principal Surveyor

Mr Antonios Fousteris / Principal Surveyor

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NOMENCLATURE

In this report the following nomenclature is used to describe the condition of spaces, items and components:

Good

Condition superior in all respects or better than average; a condition of unimpaired original strength and/or efficiency; no maintenance or repair required.

Satisfactory

Condition average; deficiencies of a minor nature not requiring correction; a condition of wear and tear of such an extent as not to essentially affect original strength and/or efficiency.

Serviceable

Condition below average; condition of wear and tear of such an extent as to reduce strength and/or efficiency to a degree short of necessity for immediate correction measures.

Poor

Condition deteriorated in all aspects; beyond economical repairs; requiring renewal or replacement.

Subject survey

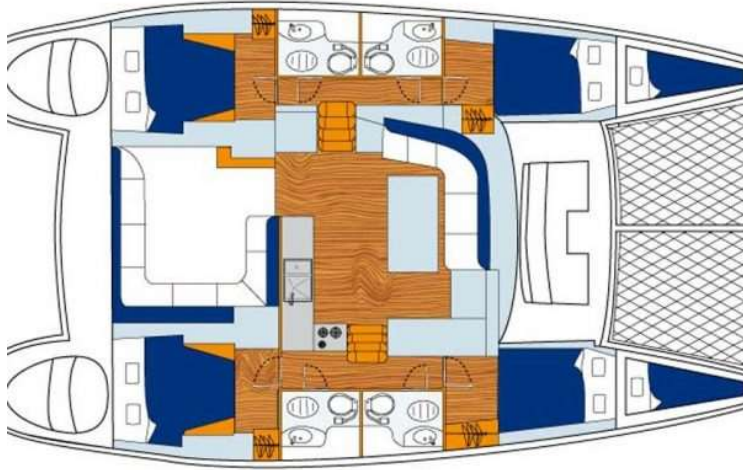
Condition of specific item could not be ascertained, and further inspection is imperative for full evaluation of vessel's general condition.

1. GENERAL

The Lagoon 440 is a distinguished catamaran known for its functional and spacious layout. It features a broad beam that enhances stability and deck space. The cockpit area includes a helm station with excellent visibility, surrounded by multiple access points to the saloon. The expansive foredeck is designed for safety, and the transom steps provide easy water access.

The interior consists of two hulls housing four staterooms, each equipped with storage and en-suite facilities. Each pontoon is fitted with crew cabin at the forward of the hull with access from deck hatch. The saloon boasts an open-plan design that incorporates the galley, dining, and lounging areas, complemented by panoramic windows for natural light and views.

The galley, located to port, is fully equipped, while the navigation station is positioned for optimal visibility and access.



Typical General Arrangement of Lagoon 440

1.1 GENERAL PARTICULARS

Name:	ABSOLUTELY MAGIC
Type:	CATAMARAN SAILING YACHT
Builder:	Construction Navale Bordeaux
Place:	BORDEAUX FRANCE
Model:	LAGOON 440
HIN (Hull Identification No.):	FR-CNB44292B808
Year Built:	2008
Hull Material:	GRP – FIBER REINFORCED PLASTIC
Hull Type:	CRUISING CATAMARAN SAILBOAT
Flag / Registration:	POLISH / GDANSK /POL000WFG
Voyages:	Unrestricted
Number of passengers:	12
Crew:	2
GRT:	57.80
NRT:	38.00
Length Over All:	13.61 meters
Breadth:	7.70 meters
Draught:	1.30 meters
Max Air Draught:	21.73 meters
Main engines:	2 x YANMAR 4JH4 ACE
Auxiliary:	1 x Fisher Panda 4000s Neo 3.4 Kw



Fuel Type:	Diesel
Fuel Tank Capacity:	650 ltrs
Water Tank Capacity:	900 ltrs
AC Electric System:	230V Shore Power, Generator
DC Electric System:	24V
Overall vessel Condition:	GOOD

1.2 HULL AND SHELL

The Lagoon 440 features a robust GRP hull comprised of two pontoons, each housing four ensuite cabins and two crew cabins located towards the forward sections. These pontoons are connected by a sturdy bridge deck, which serves as a central structural element of the yacht. This connection is thoughtfully designed to support the weight of the saloon while accommodating the mast and rigging. The bridge deck not only enhances structural integrity but also provides additional living space and facilitates a seamless flow throughout the vessel.

Each pontoon is fitted with shallow draft keels and coated with antifouling paint to ensure optimal performance and maintenance. At the aft of each pontoon, a skeg-mounted rudder is installed, accompanied by a three-blade bronze propeller attached to a stainless-steel shaft linked to the sail drive and leading vertically into the engine room compartment.

For enhanced illumination within the accommodation areas, scuttles are strategically positioned along the hull. Additionally, the aft cabins are equipped with emergency escape windows on the inner side.

1.3 MAIN DECK

The main deck of the Lagoon 440 is constructed from fiberglass-reinforced plastic (GRP), featuring two spacious pontoons that create a generous passageway leading to the yacht's bow. Strategically placed hatches along each pontoon enhance illumination in the living spaces and cabins. The forward hatches provide access to the crew cabins.

At the bow, the yacht is equipped with a Seagull striker and a 25kg delta anchor, along with 70 meters of chain, all operated by an electric winch housed within the chain locker. Connecting the bows of both hulls is a trampoline net that seamlessly transitions into a built-in seating area, complete with a sofa integrated into the hulls.

In the central area of the yacht, a well-designed superstructure accommodates the main mast and the helm station, featuring a steering wheel and essential navigational equipment.



At the aft section, a spacious cockpit is furnished with comfortable sofas, a central table, and a cabinet that provides ample storage, along with a refrigerator and a barbecue.

The transom area of the pontoons is designed with integrated ladders, facilitating easy access to the yacht. The engine rooms are located at the aft of each pontoon, accessible via deck hatches. In the engine room are also found the steering gear system and the emergency tiller(s). Also located in this aft area are bathing ladders, a fresh water "telephone" type shower, and fill ports for diesel and fresh water.

At the rear end of the yacht is a stainless steel structure holding 5 solar panels and serving as Davit, hoisting the dinghy with its engine.

Anchor windlass - Anchor & chain:

Anchor electrical windlass is located on the main deck forward in the centre. The windlass was last serviced March 2025.

The anchor is a 'delta' type anchor weighing 25 kgs.

Anchor chain is 12mm diameter and 90 meters long. During our survey the chain was under maintenance and with shackles painted.



Anchor windlass



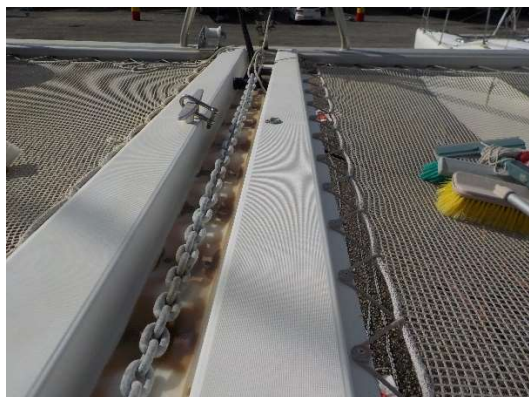
Anchor (Lewman)



Anchor windlass



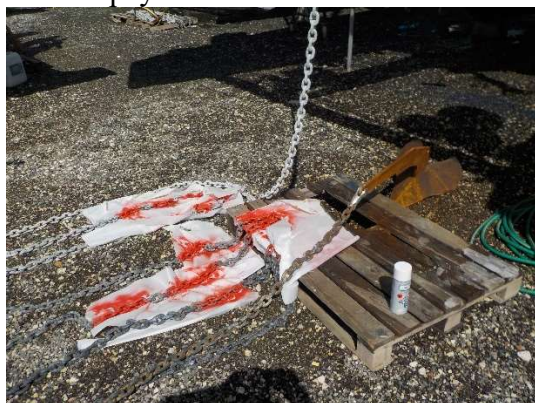
Anchor chain locker



Anchor pay-out deck channel



Anchor chain maintenance



Anchor chain maintenance

Fenders:

The boat has 17 fenders available on board. Five (5) ball standby fenders plus four (4) square cushion type plus eight (8) cylindrical walking fenders.



Flat square cushion Fender



Cylindrical walking fenders



PVC Ball standby fenders

1.4 LOWER DECKS / ACCOMMODATION

Accommodation consisted of two double berths forward (one on each side) and two double beds aft (one on each side). All found with mattresses. Furthermore, there are two cabins for crew at the foremost port & starboard side (both used as lockers only).

The saloon had one curved seating & dining (leather-like) on the port-center side and a curved seating & dining area on the outer aft - starboard side. One TV set available in the port aft position serving the saloon. Another TV is available in the Owners cabin (Starboard aft).

The galley space was on the starboard side, adjacent to the main saloon entrance. It is equipped with a triple basin stainless steel sink, three (3) built-in refrigerators and one deep freezer, several cupboards and lockers. Ice cube maker is also available. Gas stove and oven were found in good working order.

A navigation station lay to the starboard & center of the companionway next to the saloon. Equipment as per our further below list of navigational equipment.

Two (2) electrical switchboards are located in the aft port side of the saloon.

All the interior woodwork found to be in good condition. All furniture and carpentry was found with no sign of wear or signs of extensive use.



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The four (4) toilets (3 fresh water and 1 sea water) were clean and the pump appeared to be serviceable. The sink units and taps / shower nozzles were in good condition. The cupboards below the sink and behind the toilet were in good condition. The mirror mounted above the heads sinks found to be intact.

No traces of Larvae or other similar was found on board. General Hygiene is in good levels.



View of the saloon



Stereo system main panel (speakers in all areas)



View of the galley



Cabin / double berth - forward



Cabin / double berth - AFT



Cabin / double berth - AFT



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Gas cooker



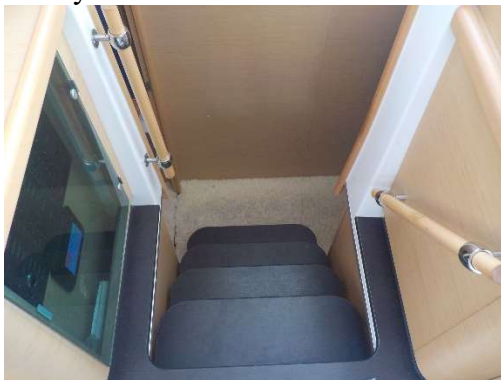
Ice maker



Galley sinks



Galley Cupboards



Descending pass ways to cabins



View of toilet



Exterior saloon



Television set

1.5 MACHINERY

Main Engine	: Two marine diesel engines with saildrive
Maker	: YANMAR
Type	: 4JH4 ACE
BHP	: 54 hp
Cylinders	: 4
Cooling system	: water cooled with freshwater system

One diesel generator Fisher Panda 4000s Neo 3.4 Kw

The electric panel is positioned on the cupboard, port side of the sitting / saloon area.

Tank capacities:

Fuel oil tanks: 2 plastic tanks of total 200 ltrs

Fresh water tanks: 3 tanks of 900 ltrs

Black water tanks: 4 tanks of total 320 ltrs

Boiler: 50 liter boiler

Furthermore, the yacht is equipped with the following equipment:

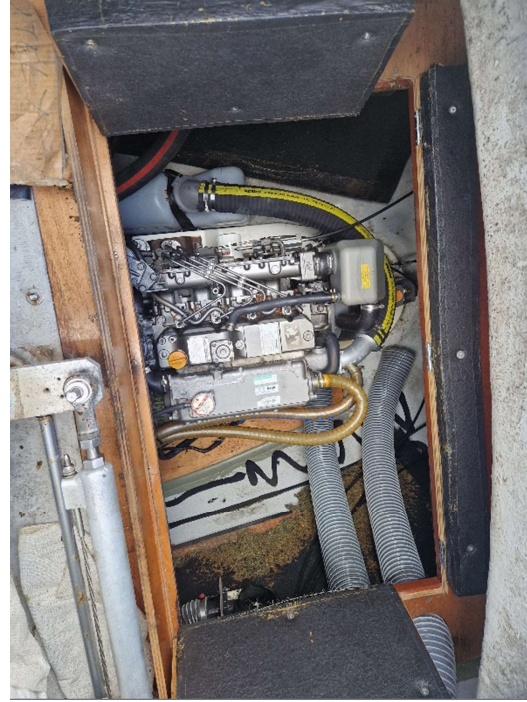
- Five batteries 12V of 130Ah
- One plug for external electric power supply
- One battery charger 12/24V for the batteries
- Two electric bilge pumps, operated by DC current
- One hand operated bilge pump
- Two instrument panels of the main engine at the helm position
- Two throat lever at the helm positions.



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- Gas system for oven and barbeque with safety arrangements
- Water maker Zen 100 with capacity of 100 ltrs / hour (installation new 2022)
- Solar panels (5 x 175 watts) with Victron Charge controller
- Inverter DC 12V / AC 220V



Ports and starboard side engines



Generator

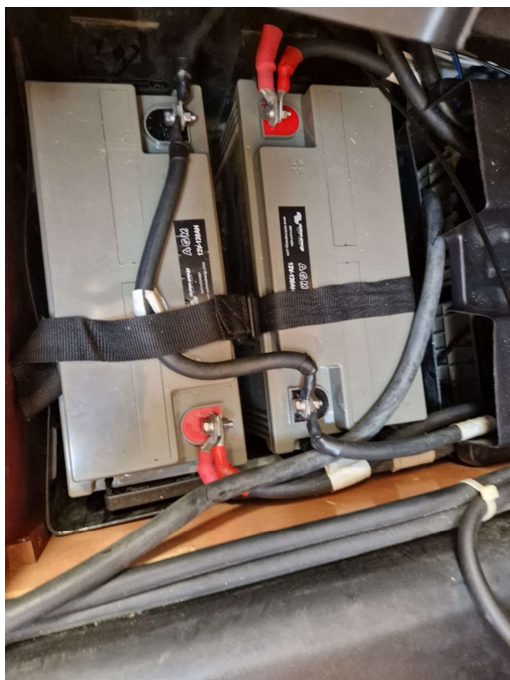


main switchboard with generator controller



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Batteries



Diesel oil tanks



Fresh Water maker



Gas installation with safety device for oven



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Five Solar Panels, 175w each



VICTRON charge controller

1.6 NAVIGATIONAL AIDS AND RELATED EQUIPMENT

In the cockpit and the inner the helm position the following instrument found:

Raymarine Marine Axiom 12, All-in monitor (installed Feb 2021)

Navionics electronic Charts (used by above plotter)

Magnetic Compass

All below equipment installed 2017 (after existing equipment's' damage due to lightning)

Raymarine AIS 200 TX px

Raymarine RADAR Quantum q24d

Raymarine 90 VHF

Raymarine Speedometer, anemometer, echosounder.

All above navigational and communication equipment found in good working condition.



Below deck chartplotter / radar



VHF



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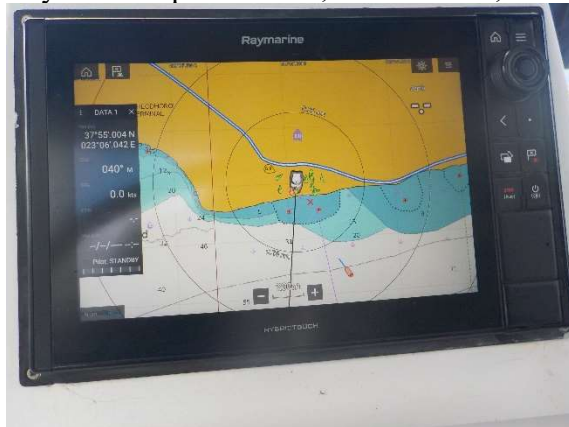
Navionics electronic charts



Raymarine GPS



Raymarine Speedometer, anemometer, echosounder



Above deck chartplotter / radar



1.7 SAILS AND RIGGING

The yacht is equipped with a full battened main sail and a furling Genoa installed at 2016. The standing rigging (fractional sloop type) mast could not be ascended with safety, so the rig was examined as far as possible from the deck. The mast's height is 21.40m from DWL. The lower part of the mast and tabernacle were in sound condition, with no sign of corrosion or physical damage. The boom and gooseneck were found to be in good condition. To be noted that the standing rigging system was renewed in 2024.



Sails secured onto the boom and forestay



Port winch with rope leading to the clutch



View of the main sail boom stays



View of Mast, spreader, shrouds, back & fore



Clutches



Jammers

1.8 LIFESAVING AND FIREFIGHTING EQUIPEMNT

All fire extinguishers, fire blankets, life jackets, parachute rockets, flares, smoke signals and first aid kit found in order.

One Life raft unit found expired / out of service. Liferaft is not required to be on board.



SOLAS type lifejacket



Fire blanket located in the galley



Fire extinguisher port aft cabin



Deck life ring with protective bag

2 CONDITION OF YACHT

Taking into account the yacht's age, she was found in satisfactory condition as far design, way of construction, equipment and general maintenance is concerned.

Considering the equipment the owner has just bought a new dinghy with new outboard engine Suzuki 6Hp.

2.2 HULL AND SHELL

The yacht was surveyed ashore at Agioi Theodoroi – Almyra boatyard, and examination revealed the structure to be in a sound condition. Stem, keel, bottom and sides appeared to be in a satisfactory condition.

No defects which could affect the yacht's underwater parts were noticed at that time.

Sea valves and sea chests were inspected and found in satisfactory condition. No signs of leakage from sea connections was observed.

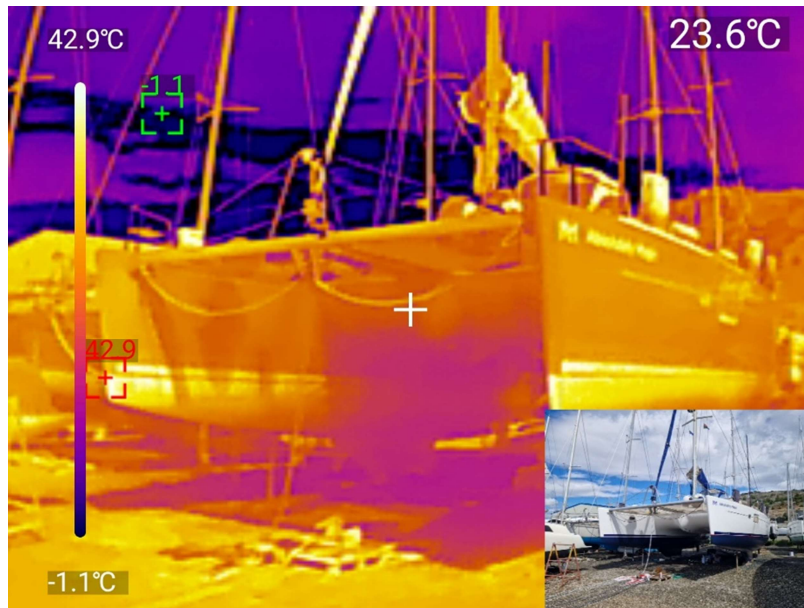
2.3 HULL MOISTURE READINGS

Initially the hull moisture was evaluated with the use of thermal scanning camera Uti721m from UNI-T, which revealed a unified thermal behaviour throughout the hull, indicating that there is not concentrated humidity under the first layer of gel coat.

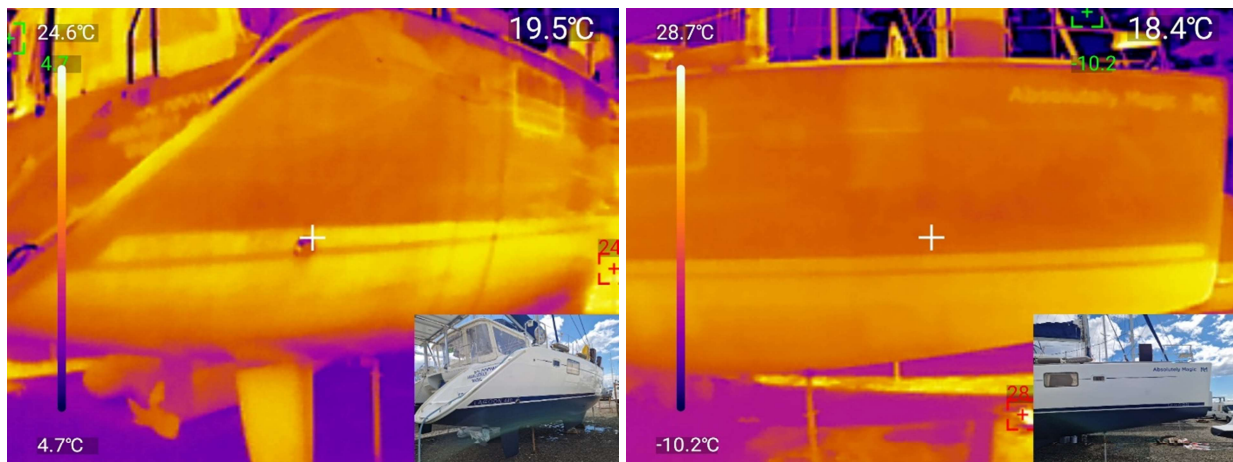


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General view of thermal imaging



Representative photos of thermal imaging of general condition of hull

All moisture values were determined with the capacitive measuring device "TRAMEX Skipper".

The measurements on the starboard side pontoon were taken above the water line as at the time of inspection there was application of the final coat of antifouling on wetted areas. The port pontoon was measured below the water line at its starboard side and spot on the port





side as there was applied the final coat of antifouling. The transom areas of both pontoons were measured.



Moisture inspection with TRAMEX Skipper

No signs of osmotic blistering were detected and the risk of it can be considered generally low.

All readings were in the range of 30 and 40 on the comparative scale and which does not indicate the presence of any entrapped moisture nor any areas of risk.

2.4 DECK AND FITTINGS

The deck was inspected and found in sound and satisfactory condition.

Main mast and boom found in satisfactory condition with the aluminium coating in satisfactory condition.

Guard rails, lifelines, rigging wire and terminals, deck winches main sail, genoa, jib furling, deck hatches and other deck fittings were found sound and in satisfactory condition.

2.5 GENERAL ARRANGEMENT

Saloon area was examined and found, so far, in satisfactory condition.

All cabins with the toilets were examined and found in satisfactory order.

Two crew cabins were examined and found in satisfactory order.

The galley, gas cooker, microwave oven, refrigerators, sink and cupboards, all in satisfactory order.

2.6 INTERNAL EXAMINATION

Section of floorboards were removed, bilge and other internal structural hull parts were examined and found in order.

Fuel, fresh water and sewage tanks were in satisfactory order.



2.7 LIFESAVING, FIREFIGHTING AND NAVIGATIONAL EQUIPMENT

All the safety equipment found to be in good order.

2.8 MACHINERY

The main engines with the reversing mechanism and the drivesail were externally examined and found in satisfactory condition.

The diesel generator was externally examined and found in satisfactory condition.

Bilge pumps found to be in satisfactory condition.

Switchboard, cables, fixtures and batteries appeared to be in satisfactory condition.

The pumping, piping and fresh water heating system was visually checked and found in satisfactory condition.

3 CONCLUSION

As far as could be ascertained from the above effected examination, it is the opinion of the undersigned that the above yacht and her equipment, appeared to be in satisfactory condition.

The yacht owner is keeping onboard a wide range, variety and quantity of spare parts for all yacht machinery and necessary tools and stores, serving the same purpose.

4. SURVEY CONDITIONS

Conditions described here below form an integral part of the survey report and apply in all respects, except where expressly stated otherwise.

This report is prepared for the sole use of the client from whom instructions were received. Survey opinions given in respect of the condition of items mentioned herein are derived from either testing at random or by visible appearance, as was practical at this time.

5. NOTE AND OPINION

During inspection the yacht was found to be in a very well maintained condition, to a great extend



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as new, with all her machinery, equipment and fittings sound and in good order free of any visible damages or known defects, sea worthy and fit for the purpose for which it was built.

We have been asked to append hereto a present day valuation to the vessel, and in order to do so we initially obtained background information from local and international sources.

In outline, the following parameters have been examined and evaluated:

- Actual purchase cost at the time of acquisition.
- Market value at such time.
- Renewal of auxiliaries and other machinery and equipment.
- Size, type.
- Age
- Maintenance records.
- Commercial reputation
- Similar Yachts
- Previous reports and evaluations.
- The age of the yacht.

We are therefore of the opinion that subject vessel's present day value in the international market, in condition as above described, between willing buyers and sellers, in April 2025, is in the approximate region of:

EURO 365,000

EURO Three hundred and sixty five thousand

Above statement is based on condition survey at hand, on this surveyor's experience and current local and international market conditions. All possible care has been taken in the use and evaluation of data obtained. However, it is clearly being made without any commitments, liability, prejudice or the like, neither to the undersigned, nor to whom it may concern.

Antonis Fousteris

Marine Surveyor – Naval Architect

Cap Stamatis Magkanaris

Marine Surveyor – Master Mariner

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APPENDIX

Full set of photos and information can be found in the below link

<https://www.dropbox.com/scl/fo/zab1thy5xkrm2lqyzhb9l/ADZUVivCcHJvgK9WSBbf5H8?rlkey=nh1vgcv204ofkptelf81uw2y8&dl=0>